

SHIPPING NEWS FROM ALL PARTS OF THE WORLD

UNITED FRUIT QUILTS NEW YORK CHARTER

Will Evade Possible Tax and
May Change Registry if
Dry Ruling Pinches.

The subsidiary corporations of the United Fruit Company owning American flag liners have been dissolved so that a new corporation may be formed under the laws of Delaware to hold all the vessels. William Newsome, vice-president of the company, said yesterday. The steamship subsidiaries have all been under the New York laws.

The principal reason for the change from New York to Delaware, it was learned, is the fact that a law of the state of New York forbids the carrying of American vessels engaged in foreign trade expires on January 1, 1923. A large number of other companies are planning the same action. It is known, but most of them are waiting to see whether the Legislature reenacts the exemption law. Winthrop L. Marvin, vice-president and general manager of the New York Steamship Owners' Association, said that it is highly probable that the State body will continue the legislation.

It was denied emphatically that dissolution of the United Fruit subsidiaries has anything to do with a possible change to foreign registry. The fruit company has given consideration to this question but is not yet ready for deciding any decision until the test case of the dry ship ruling is disposed of by the Supreme Court. If both foreign and American ships are barred from the liquor carrying privilege there would not be a great incentive to a change to British registry.

Permit Required.

Permission to put an American vessel under a foreign flag must be obtained from the Shipping Board, under a provision of the Jones act, and the board has indicated its unwillingness, under current conditions, to grant any such applications. If the subsidy bill fails, however, and if the dry ruling is confirmed, the company, but not for foreign ships, it is believed that the board will change its position.

The United Fruit Company is not likely to benefit by the subsidy bill even if it is enacted. The House of Representatives barred from participation in subsidy payments the vessels carrying the products of the owners, and the Senate has shown no disposition to repudiate the action of the House.

Capital Not Decided.

The new Delaware corporation in process of formation by the United Fruit Company is to be called the United Fruit Steamship Corporation. Mr. Newsome does not know what the capitalization is to be.

Following are the New York corporations dissolved: Surinam Steamship Corporation, Heredia Steamship Corporation, United Fruit Steamship Corporation, San Juan, Puerto Rico; Corporation, Manila Steamship Corporation, Surinam Steamship Corporation, Siazia Steamship Corporation, Tivives Steamship Corporation, Limon Steamship Corporation, Carrillo Steamship Corporation, Levisa Steamship Corporation, Copenama Steamship Corporation, Abangares Steamship Corporation, Transamerica Steamship Corporation, Cartago Steamship Corporation, Pastores Steamship Corporation, Espana Steamship Corporation, Calamares Steamship Corporation, Calamares Steamship Corporation, Turiela Steamship Corporation, Parimina Steamship Corporation, Metapan Steamship Corporation.

MARVIN HITS ENGLAND FOR XMAS MAIL DELAY

Decries Using Own Slow Ships to Save Money.

New York merchants and Washington ought to protest against Great Britain's policy of placing the mails on British ships when better American service is available. The League of Nations, president and general manager of the American Steamship Owners' Association, said yesterday. He commented on a dispatch in THE NEW YORK HERALD which told how Christmas mails at Southampton had been withheld from the George Washington, due here on Friday before Christmas, so that they could go on the Caronia, sailing later and not due here till Sunday or Monday.

"Nations of the world generally favor their own flag in the carriage of the mails, but with due caution and reason," said Mr. Marvin. "The United States prefers American ships for the dispatch of its mails when they are faster than foreign ships. We are anxious to fast foreign steamers also. The United States has been paying five or six million dollars annually for the conveyance of its ocean mails. It gives about half of its total mail to foreign shipowners. The British Government pays not a penny to foreign, and particularly American, ships if it can be prevented."

MARINE NEWS NOTES.

The new semi-monthly service between Port Newark Terminal and Port Arthur, Texas, of the American Mail Lines will be started to-morrow with the sailing of the steamer Sucareco with a large cargo of general merchandise.

Robert C. Adamis, receiver for the Green Star Steamship Corporation, is due to return Monday from a Pacific coast trip. It is reported that he has completed arrangements for placing the seven remaining Green Star vessels in a coast to coast service.

The Shipping Board has directed that the Government insignia be removed from the ships under allocation and that the house flags of the agents may now be flown at the masthead.

Louis R. Ford, formerly in charge of Diesel engine development for the Worthington Pump and Machinery Corporation, is in charge of a new department of the Morse Dry Dock and Repair Company of Brooklyn, which will specialize in Diesel repair work and in the conversion of steamers to motor propulsion.

200 YEAR OAK FELLED IN SPITE OF PROTESTS

Giant Tree on Scene of Famous Wilson Speech.

Special Dispatch to THE NEW YORK HERALD: CAPE MAY, N. J., Dec. 14.—Despite protests from many parts of the country the Cape May Freeholders have had cut down a 200-year-old giant oak tree north of this city.

Under this tree Woodrow Wilson made his famous speech to the Delaware Bay fishermen. Wu Ting Fang had said that there was no tree in all China like the grand old oak.

CLOSING OF MAIIS.

Foreign mails will close promptly as indicated below at the General Post Office and City Hall Station. Ordinary printed samples, parcel post packages and registered articles close two hours earlier, except that registered articles have to be mailed between the hours of 8 AM and 12 PM. At the Foreign Station (corner of Morton and West streets) foreign supplies and money orders from the General Post Office and City Hall Station, where double postage is required. SUPPLEMENTARY MAIL (double postage required) closes at the Foreign Station half an hour later than the supplemental closing time shown below, except that the supplemental mail post office on the steamship pier is open to the public 1½ hours before the scheduled sailing time and closes one hour later. Whenever mail vessels sail between the hours of 9 AM and 8 PM a supplementary mail post office on the steamship pier is open to the public 1½ hours before the scheduled sailing time and closes one hour later. Double postage is required. The steamer for which supplementary mail is accepted on the pier at time of sailing are shown below by a dagger (*) following time of closing of mail.

TRANSATLANTIC MAIIS.

FRIDAY, DECEMBER 15.

Cork and Queenstown via Queenstown (other ports) and other countries (not specifically addressed via Liverpool), str CELTIC, 8 AM (sup 9:30 AM).

SATURDAY, DECEMBER 16.

Canary Islands and West Africa (specify addressed only) via Terceira, Las Palmas, Dakar, Bahia, Constanca, Fiume, Lagos, Grand Bassam, Secondo and Accra; also parcel post mails for Liberia, str HADABIA, 8 AM.

Canary Islands (West Africa must be specified) via Terceira, Las Palmas, Dakar, Bahia, Constanca, Fiume, Lagos, Grand Bassam, Secondo and Accra; also parcel post mails for Bahia, str HADABIA, 8 AM.

Canary Islands (West Africa must be specified) via Terceira, Las Palmas, Dakar, Bahia, Constanca, Fiume, Lagos, Grand Bassam, Secondo and Accra; also parcel post mails for Bahia, str HADABIA, 8 AM.

TRANSPACIFIC MAIIS.

SUNDAY, DECEMBER 17.

Europe, Africa and West Asia (specify addressed only) via Turkey, str PIETROLAUS, Dec. 15.

Europe, Africa and West Asia (specify addressed only) via Turkey, str PIETROLAUS, Dec. 15.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, &c.

FRIDAY, DECEMBER 15.

Grenada, St. Vincent, La Guiana, Ciudad Bolívar and Guayaquil, Guayaquil, Trujillo and Georgetown, str MAYARIO, 8 AM.

Bahamas (including Inagua and Exuma Islands) and City of Antigua (other parts of Cuba must be specifically addressed) via Nassau and Antigua, str MUNARIO, 9 AM.

Haiti (except prints, &c., for Cape Haitian and Port de Paix), Canal Zone, Panama, El Salvador (prints, &c.), Nicaragua (except prints, &c., for Managua), Costa Rica, Honduras, Salvador and El Salvador, str MUNARIO, 9 AM.

Honduras (part of Honduras must be specifically addressed) via Port au Prince and Cristobal, str GUASTERIKY, 8 AM.

Greece, Turkey and Armenia (specify addressed only) via Smyrna, str CONSTANTINOPLE, 12:30 AM.

SATURDAY, DECEMBER 16.

Haiti (except prints, &c., for Cape Haitian and Port de Paix), and Colombia, except Caucá and Magdalena departments (Jamaica must be specifically addressed) via Barranquilla, str LIMA, 8 AM.

Honduras (part of Honduras must be specifically addressed) via Port au Prince, str LIMA, 8 AM.

Honduras (part of Honduras must be specifically addressed) via Port au Prince and Cristobal, str MUNARIO, 9 AM.

TRANSATLANTIC MAIIS DUE AT NEW YORK.

Str BALTIC due Dec. 17 with mails from Austria, Berlin, Czechoslovakia, Denmark, Finland, Germany, Great Britain, Hungary, Lithuania, Netherlands, Norway, Poland, Portugal, Sweden, Switzerland, Turkey and Yugoslavia, str WAIMARINO, Dec. 17.

Hawaii (2) via San Francisco; also parcel post mails for Fiji Islands, str WILHELMINA, Dec. 15.

Hawaii (2) via Seattle, str LURLINE, Dec. 15.

Hawaii (2) via San Francisco; also parcel post mails for Fiji Islands, str WILHELMINA, Dec. 15.

Hawaii (2) via Seattle, str LURLINE, Dec. 15.

MAILS FOR PORTUGAL AND SPAIN.

Haiti (except prints, &c., for Cape Haitian and Port de Paix), Canal Zone, Panama, El Salvador (prints, &c.), Nicaragua (except prints, &c., for Managua), Costa Rica, Honduras, Salvador and El Salvador, str MUNARIO, 9 AM.

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